

PATENT SPECIFICATION



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158,724

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PROVISIONAL SPECIFICATION.

A Wheelbarrow with Sides made to Open Outwardly for Carrying Bulky Articles.

I, ARTHUR VINCENT WOODS, Hemingford Grey, St. Ives, Hunts, Wheelwright, do hereby declare the nature of this invention to be as follows:—

5 This invention relates to a wheelbarrow and it has for its object to provide for an improved wheelbarrow which can be used as:—

1. An ordinary wheelbarrow.
- 10 2. The sides can be lowered outwardly to a level with the floor.
3. The sides can be completely detached, and it is especially adapted for carrying trusses of hay, and straw, manure, hampers and other material from orchards, fields, roads and other surfaces.
- 15

In accordance with the invention the vehicle is made with a fixed front inclining directly over the wheel with two sides each individually fitted with two iron hooks, which shall be fixed at such distance apart as to correspond with two eyes which shall be fixed to the outer edge of body frame, and at or near the end remote from the front and on the inner surface of the sides are fixed vertically four strips of wood (two to each side) at such distance apart as will permit the entering of a tail-board which will reach from side to side and will be approximately the same depth as the sides.

The vehicle when used as an ordinary wheelbarrow will have the sides hinged to body frame in such manner that they will close up to the front and be secured rigidly to front at top corner by means of a hook and staple. The tail-board will

then be dropped into slots formed by the four strips of wood on the inner surface remote from the front. Two iron plates will be screwed on the top and outer edges of tailboard with such length overhanging as will allow the plates to extend across width of sides and turn down sufficiently to secure side when loose material is carried.

The vehicle is specially adapted for carrying flats and hampers the tail-board will be removed and sides released at top and front and lowered to a level with the floor by means of a chain one end secured to the top and front edge of side, the opposite end is fitted with a hook which will hook on the same staple as used for securing the side to the front when the body is closed up. The outer and top edge remote from the front will be supported by a suitable length of iron pivotted at one end midway down the leg, so that when the side is lowered the iron can be swung up in such position as will take any weight that may lie on the outer edge of side, or if not required can be swung down to one side of the leg and so cause no obstruction.

The sides are preferably secured to body frame by means of hooks and eyes so that the sides can readily be removed if required but may if so desired be suitably hinged to body frame in such manner as will not interfere with the working of the vehicle with the exception that the sides cannot be completely detached.

Dated this 16th day of November, 1919.

A. V. WOODS.

COMPLETE SPECIFICATION.

A Wheelbarrow with Sides made to Open Outwardly for Carrying Bulky Articles.

I, ARTHUR VINCENT WOODS, of Hemingford Grey, St. Ives, in the County of Huntingdon, Wheelwright, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to a wheelbarrow and it has for its object to provide an improved wheelbarrow, (1) which can be used as an ordinary wheelbarrow, (2) whose sides can be lowered outwardly to a level with the floor, (3) whose sides can in some cases be completely detached; and is specially adapted for carrying trusses of straw and hay, manure, hampers and other material from orchards, fields, roads and other surfaces.

In accordance with this invention, the vehicle is made with a fixed front inclining directly over the wheel, with two sides each individually fitted with two iron hooks which shall be fixed at such distance apart as to correspond with two eyes which shall be fixed to the outer edge of body frame, and at or near the end remote from the front and on the inner surface of the sides are fixed vertically four strips of wood (two to each side) at such distance apart as will permit the entering of a tail-board which will reach from side to side and will be approximately the same depth as the sides.

The vehicle has the sides hinged to body frame in such manner that they will close up to the front and be secured rigidly to front at top corner by means of a hook and staple when used as an ordinary wheelbarrow. The tailboard will then be dropped into slots formed by the four strips of wood on the inner surfaces remote from the front. Two iron plates will be screwed on the top and outer edges of tailboard with such length overhanging as will allow the plates to extend across width of sides and turn down sufficiently to secure sides when loose material is carried.

The vehicle is specially adapted for carrying flats and hampers. The tailboard will be removed and sides released

at the top of the front and lowered to a level with the floor by means of a chain at each side, having one end secured to the top and front edge of side, and the opposite end fitted with a hook which will hook on the same staple as is used for securing the side to the front when the body is closed up. The outer and top edge remote from the front will be supported by a suitable length of iron pivoted at one end midway down the leg, so that when the side is lowered the iron can be swung up in such position that it will take any weight that may lie on the outer edge of side, or if not required can be swung down to one side of the leg and so cause no obstruction. The sides are preferably secured to body frame by means of hooks and eyes so that the sides can readily be removed if required, but may if so desired be suitably hinged to body frame in such manner as will not interfere with the working of the vehicle with the exception that the sides cannot be completely detached.

In order that this invention may be clearly understood, I have hereunto appended an explanatory drawing showing one form of wheelbarrow:—

Fig. 1 is a side view.

Fig. 2 is the front showing body framing.

Fig. 3 is the tail-board showing body-framing and legs.

The wheelbarrow shown has a carrying wheel "a" fixed midway between barrow sides "b" and at such distance from frontboard "c" as to give clearance.

The side "d" is hinged to barrow side "b" by hooks "f" and eyes "e" so that the sides may be completely detached, if required, or may be lowered to a level with the floor "g" and suspended there by means of a chain and hook "h" and supported in that position by stay iron "i" which is pivoted on side of leg "n".

The side "d" is secured to front "c" by hook "j" and staple "k". Also side "d" is secured to tailboard "l" by clasps "m" which are secured on top edge of tailboard "l". Four strips of wood "r" are screwed to sides "d" to form two slots for tailboard "l".

Two stay irons "o" are to strengthen legs "n".

Two stay irons "p" are to strengthen front "c".

5 A plate "q" is fixed to side "d" to secure chain "h" and hook "j".

Having now particularly described and ascertained the nature of my said invention, and in what manner the same is
10 to be performed, I declare that what I claim is:—

1. A wheelbarrow whose sides are hinged so that they may be lowered to a

level with the floor in such manner as to give a much larger carrying space, and when raised may be firmly secured to front and tailboard and the vehicle used as an ordinary wheelbarrow. 15

2. A wheelbarrow as claimed in Claim 1 and whose sides may be completely detached, if so desired. 20

3. An improved wheelbarrow substantially as hereinbefore described with reference to the annexed drawings.

Dated this 12th day of April, 1920. 25

ARTHUR VINCENT WOODS.

Fig 1

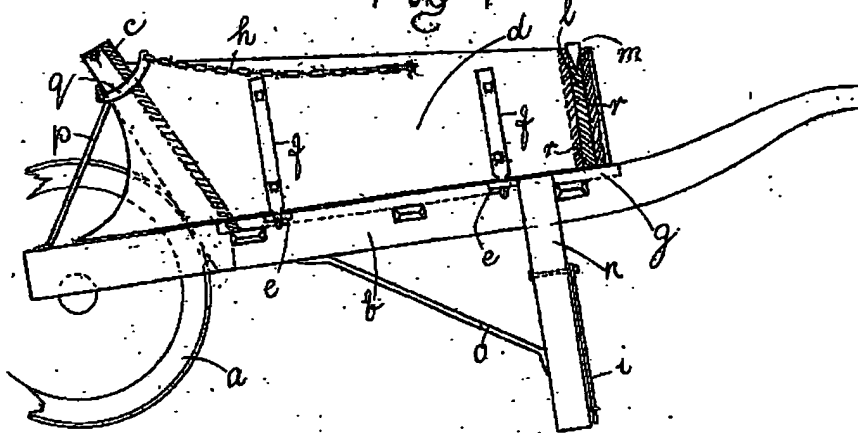


Fig 2

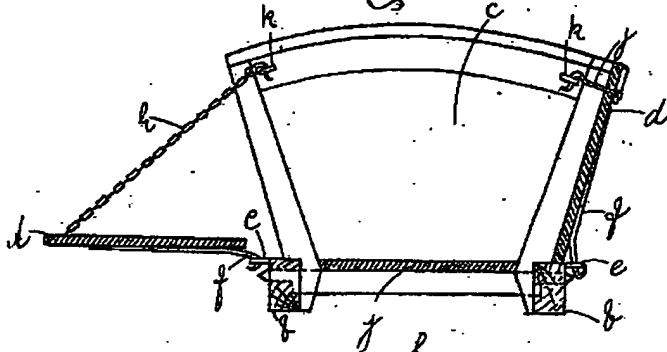


Fig 3

